


Mails.

**CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.**

1897.

A detailed black and white illustration of a large steamship, likely a battleship or cruiser, sailing on a choppy sea. The ship features two prominent masts with complex rigging and a large funnel. The hull is dark, and the ship is shown from a side-on perspective, moving towards the right. The sea is depicted with stylized waves.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

TWIN SCREW STEAMSHIPS—6,000 TONS—10,000 HORSE POWER—SPEED 15 KNOTS.
 PROPOSED SAILINGS FROM HON KONG.
 (Subject to Alteration.)
 EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R.....WEDNESDAY, 22nd Dec./97.
 EMPRESS OF CHINA...Comdr. H. PREECE, R.N.R.....WEDNESDAY, 19th Jan./98.
 EMPRESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 16th Feb./98.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANOOUEVE (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes of the North Pacific). For more particulars apply to the Agents, THE PACIFIC COAST STEAMSHIP CO., SAN FRANCISCO, CALIF., or to the Agents, THE PACIFIC COAST STEAMSHIP CO., VANCOUVER, B.C.

CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 The attractive features of this Company's route embrace its **PALATIAL STEAMSHIPS**, (second to none in the World), the **LUXURIANCE OF ITS**

TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. F. BROWN, General Agent

Hongkong, November 24, 1897.

D. E. DRAYTON, General Agent,
PEDDER STREET.

3001

NORTHERN PACIFIC STEAMSHIP COMPANY.

DEPARTS SUNDAY MORNING HONGKONG

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

Northern Pacific Railway Co.				Oregon Railroad & Navigation Co.			
Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
Olympia.....	2508	J. Truebridge.....	Dec. 21	Braemar.....	3601	E. Porter.....	Dec. 14
			Dec. 21		9654	W. H. Wright.....	Jan. 4

Columbia	2940	A. Gow	JAN. 21	3639	A. L. ...	Feb. 8
Pacoma	2549	A. Dixon	Feb. 11	2398	A. Gove	Feb. 8
Victoria	3167	J. Patton, R.E.E.	Feb. 22	3601	E. Porter	March 8

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the CONTINENT and EUROPE.

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Excellent accommodation. First Class Table. Doctor and Stewards carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL
LINES.

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The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA
TACOMA and PORTLAND to DYER and ST. MICHAEL.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate and one copy must be sent forward by the steamer to the care of the Freight Agent at Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the

day previous to sailing.
For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
Hongkong, November 30, 1897. *General Agents.* 233

NIPPON YUSEN KAISHA,
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

	Destinations.	Sailing Dates.
1	Yokohama	10th
2	Yokohama	17th
3	Yokohama	24th
4	Yokohama	31st
5	Yokohama	7th
6	Yokohama	14th
7	Yokohama	21st
8	Yokohama	28th
9	Yokohama	4th
10	Yokohama	11th
11	Yokohama	18th
12	Yokohama	25th
13	Yokohama	1st
14	Yokohama	8th
15	Yokohama	15th
16	Yokohama	22nd
17	Yokohama	29th
18	Yokohama	6th
19	Yokohama	13th
20	Yokohama	20th
21	Yokohama	27th
22	Yokohama	4th
23	Yokohama	11th
24	Yokohama	18th
25	Yokohama	25th
26	Yokohama	1st
27	Yokohama	8th
28	Yokohama	15th
29	Yokohama	22nd
30	Yokohama	29th

X,	<p>Steamers.</p> <p>FAMASHIRO MARU, J. JONES,</p>	<p>LEAPING WAGON.</p> <p>NAGASAKI, KOBE and YOKO- HAMA.</p>	<p>MONDAY, 20th Dec., at 4 p.m.</p>
9303	<p>SANUKI MARU, W. T. Thompson,</p>	<p>MARSHILL, LONDON and ANTWERP, Via Singapore (Transhipping Cargo for</p>	<p>TUESDAY, 21st December, at 4 p.m.</p>

YAMAGUCHI MARU, S. KAWAKUBO,	Kobe and YOKOHAMA.	THURSDAY, 23rd Dec., at 4 p.m.
SAGAMI MARU, M. I. Onuma,	SHANGHAI CHEMULPO, SHI- MONKEE and KOBE.	FRIDAY, 24th Dec. at 4 p.m.

TOKIO MARU,
 E. W. BARWELL,

SYDNEY AND MELBOURNE,
 Via THURSDAY ISLAND, TOWNVILLE
 and BRISBANE.

FRIDAY, 24th Dec.
 at 4 p. m.

BOMBAY,
 Via Singapore, Rangoon, Calcutta,

TUESDAY, 28th

<p>R. NUNOKI, * RIOJUN MARU, A. E. MOSES,</p>	<p>SEATTLE, Wash., U.S.A., Via Kobe, YOKOHAMA & HONOLULU.</p>	<p>THURSDAY, 30 Dec., at 4 p.m.</p>
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* Through Passenger Tickets and Bills of Lading issued for the Principal Cities

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, December 2, 1897.

NOW READY.

Vol. XXII. — No. 5.

ASIAN REVIEW!

Fees for Public Vehicles.

Chairs.

IN VICTORIA WITH TWO PASSENGERS.

CHINA REVIEW
CONTAINS

Why the Lotus is Blue.
Amoy.—Physical Features, Monuments,
Temples, &c.

Half hour . . . \$.10 Three hours . . . \$ 3.00
One hour . . . \$.20 Six hours . . . \$ 6.00
Day (6 a.m. to 6 p.m.) \$1.

If the trip is extended beyond Vicksburg

金葉菊 The Golden Leaved Chrysanthemum, a Chinese Drama in Five Acts.
Proverbs in Daily Use among the Hakkas of the Canton Province.

2327	<p>Natural History of Amoy. Sport in Amoy. On the connection of the Dacotas with Asiatic Races. Defence of the Old Chinese Pronunciation. Notes and Queries.—</p>	<p><i>Farrichian.</i> (With single drives).</p>	<p>Quarter hour . 0.05 Hour . . . Half hour . . 0.10 Every subse.</p>
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The Flora of Amoy.
 The Poppy growth about Amoy.
 Etymology.
 Bridges in China.
 Population of Szechow.
 Miscellaneous Notes.
 Abbreviations.

Collectanea zootomographica.
 Books Wanted, Exchanges, &c.
 To Contributors

THEN DON'T WATCH THE POT

Pike,	catty	—	花破魚
Plaice,	"	"	斑白魚
Pomfret, White	"	260	白鰻
Pomfret, Black	"	140	黑鰻
Prawns,	"	240	明蝦
Ray,	"	50	沙
Rock Fish,	"	90	石狗公
Roach,	"	—	馬魚
Salmon, (Canton),	"	260	友魚
Shark,	"	50	鯊魚
Salt Fish,	"	100	鹹魚
Slate,	"	50	鹹魚
Shrimps,	"	170	蝦
Snapper,	"	150	立魚
Soles,	"	160	襪沙魚
Tench,	"	—	鰱
Turbot,	"	120	左口魚
Turtles, small, fresh water,	"	350	脚魚
Whiting,	catty	70	長魚
White Bait,	"	90	魚仔
Fruits.			
Apples, (California),	catty	200 180	金山平果
" (Tientsin),	"	—	天津平果
" (Japan),	"	—	日本平果
Bananas, fragrant,	"	30	香蕉
" (brides),	"	40	香蕉
Chestnuts, Chinese,	"	80	風栗
Curambola,	"	—	楊子
Cucumbers,	each	70	鹹子
Ground Nuts,	catty	60	花生
Grapes,	"	240	鮮提子
Lemons, China,	"	60	檸檬
" Peel,	"	—	桔餅
Lichies, Dried,	"	400	荔枝乾
" Fresh,	"	—	荔枝
Limes,	"	—	檸檬
Mango, (Saigon),	each	—	冬山
" (Manila),	"	—	呂宋
Mangosteens,	frozen	—	山竹
Oranges, Sweet,	catty	60	新會柑
" Green,	"	30	青桔
" Red,	"	30	紅桔
Olives,	"	100	白樹
Persimmons,	"	50	柿
Pine-apples,	each	—	地梨
Pears,	catty	—	沙梨
" (Tientsin),	"	160	天津雪梨
Plum, Red,	"	—	紅李
Pumelo,	each	70	碎柚
" (Siam),	catty	80	暹羅柚
Raisins, Muscatel,	"	—	提子
" Fudding,	"	—	提子
Water Chestnuts, com.	"	46	馬蹄
" Mandarin,	"	50	林馬蹄
Walnuts,	"	120	胡桃
Vegetables, &c.			
Artichokes, Shanghai,	catty	50	上海丁
Beans, (French),	"	170	佛豆
" Long,	"	100	豆角
Beet Root,	each	20	紅菜頭
Birinjala, Green,	catty	30	紅豆
" Red,	"	50	紅豆
Brassica,	"	20	白菜
Bamboo Shoots,	"	30	竹筍
Cabbages, Chinese com.	"	30	芥菜
Cabbage,	each	100	椰菜
Camellia flower,	"	150 180	花
Carrots,	catty	50	金芹
Celery, Chinese,	"	60	菜
" English,	"	60	洋菜
Chilies Dried,	"	130	辣椒
" Red,	"	00	紅辣椒
Curry Stuff, English,	"	60	椰菜
Cucumbers,	"	40	青瓜
Bitter Squash,	"	—	苦瓜
Garlic,	"	50	蒜頭
Ginger, young,	"	50	新子
Horse Radish, S'hai,	"	120	光根
Indian Corn,	pieces	—	洋生
Lettuce, (English),	each	10	生菜
Mushrooms, Fresh,	catty	—	生菌
Onions, Bombay,	"	70	洋蔥
" Green,	"	30	生蔥
" Shanghai,	"	—	上海蔥
" Japan,	"	50	日本蔥
Okraes,	"	100	毛茛
Farley, English,	bundle	10	洋蔥
Potatoes, Sweet,	catty	30	甘薯
" Shanghai,	"	—	上海甘薯
" Japan,	"	20	日本甘薯
" American,	"	—	美國甘薯
" Foochow,	"	—	福州甘薯
" Macao,	"	60	澳門甘薯
Pumpkin,	"	20	冬瓜
Purdlue,	"	5	芥菜
Pawaw,	"	25 20	芥菜
Radish,	dozen	20	紅白
Rice, best quality, per picul,	"	\$5.50	上白米
" Common	"	\$4.50	中白米
Shalots,	catty	50	蔥
Spinage, (Chinese)	"	—	菠菜
Synbach,	"	80	菠菜
Snake Gourd,	"	40	蛇瓜
Tomatoes,	"	60	蕃茄
Taro,	"	50 15	芋頭
Turaipe, Pond, (Long),	"	50	白
Vegetable Marrow,	"	30	佛手
" (Long),	"	—	佛手
Water Cresses,	"	10	西洋菜

ALLEXANDER WATSON

General Manager of the

[illegible]

audience master comes to teach us at home, but we ain't proud, because Ma says if they ain't 'nuff' 'nuff' mortals, Kenwigs, under her mother's instructions, being 'Nickle's daughter of a country clergyman, drinking tea in the nursery of the episcopal palace, boasted that at the vicarage they had a hen which laid an egg every day.' 'Oh, that's nothing,' retorted the Bishop's daughter; 'Papa lays a foundation-stone every week.'

THE SINGING LODGER.
OH, A RIVAL TO LOCKHART'S CHINESE OPERA IN WYNDHAM STREET.
At Shoreditch County Court, before Judge French, Q.C., a young man named Fowler was sued for three weeks' rent by his lodger, Mr. Dingley.

Defendant: I don't owe it. I owe two weeks and three days. He chucked me out.

Judge French: Is that so?

Plaintiff: Of course I did. So would you (laughter). He was a regular misanthrope.

Defendant: Talawa, what's home's soler? That's more than he can say.

Plaintiff: He was always singing. You never heard such a row. It was like a blooming foghorn (laughter).

Defendant: Foghorn he blowed, but I was always sing 'sitty voichy' (loud laughter).

Plaintiff: Your worship, he was always at it. We had 'Soldiers of the Queen' at eleven, 'Only one girl in the World' at twelve, and 'I ain't but Lavender, at one, and it was not all lavender, either.

Defendant: I did sing, but never so late as that.

Plaintiff: My lord, believe me, he was a regular walk-in music hall (loud laughter).

Judge French said plaintiff could only recover the week's rent. If he locked the lodger out in the middle of the week he could not risk for that. He would have to put up with the nocturnal concert till the week expired.

A VAIN AMERICAN POAST.
POOLEE AND THE DISNEYLY TARIFF.
With pain and surprise a *Daily Mail* representative read in his own paper yesterday a cable message from America stating that, according to report the new Dingling tariff was about to have the effect of causing Messrs Poolee, the great London tailors to open an establishment in New York, as at it. We had 'Soldiers of the Queen' at eleven, 'Only one girl in the World' at twelve, and 'I ain't but Lavender, at one, and it was not all lavender, either.

The statement was absurd on the face of it. Poolee is one of the buttresses of the British Constitution, eternal, immutable, and indestructible. He is a man of high order under which other merely human institutions broke down have crumbled upon it. The federal system battered away, but upon the broad, firm foundation of Poolee's was erected the regime of the lande aristocracy. Time went on, and the colonies were required to pay Poolee's price went and bought their clothes in the City. But Poolee's remained the abiding principle of government, and round it there sprang a new bricks-and-mortar-ocracy. In fact the whole complex fabric of good society built upon and around and for Poolee's.

As it was the Conqueror landed in Hastings the first use he made of his victory was to extort from the defeated nobles a letter of introduction to Poolee's. When, in the course of centuries, the New Zealanders came to inspect the ruins of St Paul from the broken arches of London-brier it will not be until they have had military visits (armed with proper letters of introduction) to Poolee's and obtained the correct clothes for the purpose. Nothing can stir so deeply rooted an institution. All the Acts of the British Houses of Parliament, from the summary laws to compulsory education, are based upon the rock of Poolee's. A trumpety American tariff could do so. Poolee's does not have to go to America for custom. It is America that has to come to Poolee's for clothes.

It is not to be wondered at that the ridiculous vanity should cause the Americans to imagine that their trumpety little man, Dingling, is a purty, pampous little man, admiring himself in the glass and clapping his chest and saying, 'I'm the man. See what I have done. I've brought Poolee's over to New York. I would mother say if she could see her he to-day!'

It is too absurd. The *Daily Mail* representative went up to Savile-row, knowing that the story would be indignantly contradicted. He recognised Poolee's by looking something between a church and bank, and reverently entered. An inquiry for Mr Poolee was received, with an astonished stare, but he was conducted to a gentleman who was writing on a note to the man, whom he explained his error. The manager heard the suggestion.

WITTED HOBART.
'No!' he exclaimed, with emotion; 'gives you full authority to contradict the fact. It is false! It is false! We have never contemplated doing such a thing, and long as I live I hope and trust that we never shall!'

He was as hurt at the idea as if he had been asked for a pair of thirteen-alacknony ready-made trousers. After moment or two of emotion his pride came to his rescue, and he recovered himself.

'We,' he said with a very capital 'travelling proverb to anything like that, we have been asked many times to go to America for orders, but, for people, we would not do so. If the man in America come to us, and if he have proper introductions we are always receive them. But they will always come to us, and no matter how high they come, we will receive them. We do not need American establishment for them. They will come to us.'

'And the others? Those who are the best people. You do not want them suppose?—The manager shrugged his shoulders. 'They will not put our price he said proudly. 'You might say that if he went on; 'I saw the statement this morning—that is, my attention was called to it. It appeared in a paper called the *Daily Mail*;—it is, I believe, a—'

A R—HALF-PENNY TARIFF.
And the manager shrugged his shoulders and pronounced the name of the man who had written the article. He was so affable contempt for anything cheap that made the *Daily Mail* representative to go for the moment almost ashamed of himself for not being on the staff of a half-guinea daily.

'Poor Mr Dingley! How disappointed he'll be! And those other Americans who they thought he recommended to go to Poolee's to dress them. They do realize they cannot realize until they have made a pilgrimage to Savile-row, that wear Poolee's clothes is not only a privilege but a great responsibility. It is no less than a sacred duty, and it is a privilege in America, those who are distinguished by the responsibility of being called by Poolee's America cannot be numerous enough to justify a tariff. Mr Dingley's note. No! there must have been a

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 — (=) —
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tonatic time recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1897-98.

Two of the tables is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 6 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. the heights given in the table.

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		Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.	Prepared only by the Proprietors, THOMAS BRIDGES & Co. Stationers, Sole Agents for Hongkong and China WATERMAN & Co., 66, Queen's Road.	
Days of Week.	Days of Month.	h. m.	ft. in.	h. m.	ft. in.		
Sat.	1	5 58	1 10	6 06	1 9	VISITORS AT HOTELS. HONGKONG HOTEL. Mr. G. Ascaredo Captain Spencer Mr. J. H. Attkin Logistic R. N. Mrs. D'Arcy Anderson Mr. Leon A. K. N. Miss D'Arcy Anderson-Mrs. H. Scobie son, Col. Ross Mr. W. Bailey Sir J. Y. Maxwell	
	2	5 58	1 10	6 06	1 9		
Sun.	3	6 00	1 10	6 08	1 9		
Mon.	4	6 01	1 10	6 10	1 9		
Tues.	5	6 03	1 11	6 12	1 9		
Wed.	6	6 05	1 11	6 14	1 9		
Thurs.	7	6 07	1 11	6 16	1 9		
Friday	8	6 09	1 11	6 18	1 9		
Sat.	9	6 11	1 11	6 20	1 9		
Sun.	10	6 13	1 11	6 22	1 9		

December 2nd.—AT 4 P.M.

Station.	Barometer.	Temperature.	Humidity.	Direction.	Force.	Weather.	State.
W'Pootook.	30.00	54	SW	1	1	b	
Fokio.....	30.06	56	SW	2	2	b	
Koshi.....	30.16	56	SW	2	2	b	
Nagasaki....	30.23	55	SW	4	4	b	
Ogoshima....	30.35	55	SW	4	4	b	
Guinea.....	30.41	55	71 N	5	5	ov	b
Sharp Pt....	30.59	54	SW	3	3	b	
Swatow.....	30.74	53	47 E	3	3	b	
Canton.....	30.20	58	SW	1	1	b	
Hongkong....	30.18	58	58 E	1	1	b	
Vict. Peak..	30.15	58	SW	1	1	b	
Gap Rock....	30.15	58	SW	1	1	b	
Macao.....	30.19	58	SW	1	1	b	
Hongkong....	30.19	58	SW	1	1	b	
Moinsen.....	29.89	52	73 E	0	0	b	
Manila.....	29.94	52	69 E	1	1	b	
O't. James..			SW	1	1	b	

Wlo'ock.	30.18	20	73	N	—	b	—
Foki.	—	—	—	—	—	—	—
Koshi.....	—	—	—	—	—	—	—
N.....	—	—	—	—	—	—	—

Quashino									
Quashino	30.40	48	71	NW	2	2	4V		
Sharp Pk.	30.33	67	58	NW	2	2			
Amoy	30.26	60	71	NE	2	2	b		
Swatow				NE	2	2	o		
Canton	30.27	60	71	NE	2	1			
Hongkong	30.24	55	49	NE	1	1	o		
Viet. Peak				NE	1	3			
Gap Rock	30.22			NE	4				
Macao	30.24	65		NW	1	b			
Hainan	30.20	59	53		0				
Bolinas	29.97	79	70	SE	1	b			
Manila	30.06	62	63	NW	2				
O.S. James				SE	1	b			

F. G. Froe, First Assistant.

TABLE C. — *Continued.*

Dec. 9, 1927.

INDEX
TO THE
CHINA REVIEW

CHINA REVIEW
from
VOLUME I TO XII
—
1.—LIST OF CONTRIBUTORS.
2.—ABBREVIATIONS.
3.—REVIEWS OF BOOKS.
4.—LIST OF AUTHORS REVIEWED.
—
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VISITORS AT HOTELS.

[illegible]

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

Section.
 7. From Naval Yard to Blue Buildings.
 8. From Blue Buildings to East Point.
 9. From Kellett's Island to North Point
 10. Kowloon Wharves.
 11. Jardine's Wharf.

Foreign Men-of-war on the China and Japan Station.						
Name.	Flag and Reg.	Tonn.	Guns.	H.P.	Captain.	Where at.
Admiral Korniloff	Russian cruiser	5800	18	8000	Captain Moles	Vladivostok
Admiral Nakhimoff	Russian cruiser	7781	18	8000	Captain Kuzherinoff	Nagasaki
Albatross	Russian gunboat	319	2	730	Captain Prunozog	Vladivostok
Argos	German cruiser	1840	8	2330	Captain Becker	Shanghai
Aspido	Spanish gunboat	478	2	800	Commander E. Cebenas	Manila
Bayard	French gunboat	508	3	450	Commander Journet	Bangkok
Bengo	Portuguese gunboat	707.0	12	4530	Commander Joannet	Chamrupu
Bobre	Russian sloop	490	3	400	Lt.-Com. Joso des Rels	Macao
Boston	U. S. cruiser	950	8	1150	Captain Bouman	Shanghai
Castilla	Spanish cruiser	3700	8	3700	Captain F. Wildes	Hongkong
Cebu	Spanish cruiser	3280	8	4401	Capt. A. Martin de Oliva	Manila
Cornette	Spanish troopship	632	2	600	Lieut. A. Barrera	Manila
Cormoran	French gunboat	495	3	530	Lieut. Simon	Hongkong
Decourtes	German cruiser	1640	8	2330	Capt. Brunszels	Kiachow
Descares	French cruiser	3838	14	3550	Capt. Bernard	Nagasaki
Dimitri Donskoi	Russian cruiser	6000	10	7000	Captain Withholt	Vladivostok
Don Antonio de Ullua	Spanish cruiser	1200	4	1523	Com. E. Robben	Manila
Don Juan de Austria	Spanish cruiser	1130	4	1600	Commander J. de la Concha	Manila
Dupleix	French cruiser	1658	8	2050	Capt. Texier	Shanghai
Elicano	Spanish gunboat	560	3	600	Lieut. Com. F. Escondero	Manila
Gaidamak	Russian gunboat	800	2	3500	Capt. Serchanski	Manila
General Alava	Spanish troopship	1200	2	1300	Capt. R. Rodriguez Trujillo	Manila
General Lazo	Spanish gunboat	593	3	600	Lieut. Com. R. Benavente	Manila
Generalise	Russian gunboat	1400	2	2000	Capt. Bonduasoff	Nagasaki
Grease	German cruiser	4200	3	2880	Commander du Bois	Amoy
Irone	Spanish protected cruiser	1048	4	2300	Commander D. Regalado	Manila
Isla de Cuba	Spanish protected cruiser	1048	4	2300	Commander F. Barreto	Manila
Isla de Luzon	Spanish protected cruiser	1200	15	6700	Commander Zvez	Kiachow
Kaiser	German flagship	7677	15	8150	Capt. Lindstrom	Yokohama
Korsets	Russian sloop	1200	2	1800	Capt. Inlayak	Singapore
Kreuzer	U. S. cruiser	1200	8	1600	Commander J. F. Merry	Manila
Manilla	Spanish transport	1900	2	760	Lieut. Com. J. J. Osmias	Vladivostok
Mandator	Russian sloop	1200	3	1400	Commander Kachloff	Manila
Marques du Duero	Spanish gunboat	500	3	650	Lt.-Com. S. Moyens de Guerra	Hongkong
Moete	German gunboat	1870	4	850	Commander Marten	Shanghai
Monocacy	U. S. sloop	1380	14	17,383	Com. O. W. Farenholt	Nagasaki
Olympia	U. S. R. flagship	1490	2	2000	Captain Gryllay	Nagasaki
Oswegatchie	Russian gunboat	6000	15	8000	Captain Ciprianoff	Nagasaki
Panther	Russian cruiser	1640	2	6300	Captain Yurensis	Vladivostok
Pascal	French cruiser	3383	14	3500	Commander Baron Deban	Salgon
Patrol	U. S. gunboat	882	6	1052	Commander E. R. Wood	at route
Princess Wilhelm	German cruiser	4480	12	8000	Captain Thiele	Foochow
Prinzess Christina	Spanish cruiser	3920	6	3920	Capt. L. Osmaro	Kiachow
Raid	Russian flagship	10,323	36	18,280	Comdr. Rodionoff	Amoy
Silach	Russian gunboat	950	2	1125	Captain Baranoff	Nagasaki
Sirocco	Russian cruiser	950	2	1125	Captain Astronoff	Vladivostok
Surprise	French gunboat	339	3	400	Commander F. Reboul	Chamrupu
Valasco	Spanish gunboat	1153	5	1500	Captain Rogilla	Salgon
Vladick	Russian gunboat	406	12	3900	Commander Arima	Manila
Yasuna	Japanese cruiser	19,450	—	—	Commander Arima	Nagasaki
Yokotawa	U. S. cruiser	1700	6	3660	Commander Stockton	Yokohama
Zubikoff	Russian cruiser	1293	6	1124	Commander Vladivostok	Vladivostok

Foreign Men-of-war on the China and Japan Station.

No.	Name	Rank	Guns	H.P.	Captain	Where at
7.						

Ship	Name.	Flag and Reg.	Line.	Country.	Commander.	Destination.
Admiral Kerkhloff	Russian cruiser	3960	16	8900	Captain Molas	Vladivostok
Admiral Kerkhloff	Russian cruiser	7761	18	8000	Captain Katherinoff	Nagasaki
Albion	Russian gunboat	810	2	730	Captain Paronego	Vladivostok
Argos	German cruiser	1640	8	2930	Captain Becker	Shanghai
Arona	Spanish gunboat	508	2	800	Commander E. Cabezaz	Manila
Asio	French gunboat	475	3	450	Commander Jourant	Shanghai
Bayard	French flagship	7050	12	4500	Commander Jeanette	Chemulpo
Bengo	Portuguese gunboat	400	3	400	Lt.-Comdr. Jose dos Reis	Macao
Bohre	Russian sloop	950	2	1150	Captain Bolman	Shanghai
Boston	U. S. cruiser	3600	8	3700	Captain F. Wildes	Honolulu
Castilla	Spanish cruiser	3280	8	4401	Capt. A. Martin de Oliva	Manila
Cebu	Spanish troopship	532	2	600	Lieut. A. Barrera	Manila
Cornbie	French gunboat	495	3	530	Lieut. Simon	Hongkong
Cormoran	German cruiser	1640	8	2930	Capt. Brusaids	Shanghai
Decorates	French cruiser	3893	14	8500	Capt. Bernard	Nagasaki
Dimitri Donakoff	Russian cruiser	6030	10	7300	Capt. Whitcomb	Vladivostok
Don Antonio de Ullua	Spanish cruiser	1200	4	1253	Com. E. Roblen	Manila
Don Juan de Austria	Spanish cruiser	1150	4	1900	Commander J. de la Comba	Manila
Edinburgh	French cruiser	1658	8	2050	Capt. Texier	Shanghai
Elcano	Spanish gunboat	560	3	600	Lieut. Com. F. Escodero	Manila
Gadimak	Russian gunboat	500	2	3600	Capt. Seretrenniker	Manila
General Alava	Spanish troopship	1200	2	1000	Capt. R. Rodrigues Trujillo	Manila
General Lero	Spanish gunboat	523	3	500	Lieut. Com. R. Benavente	Nagasaki
Gromastchik	Russian gunboat	2490	2	2000	Capt. Bondaloff	Amoy
Irone	German cruiser	4300	3	5280	Commander du Bois	Manila
Isle de Cuba	Spanish protected cruiser	1048	4	2200	Commander D. Regalado	Manila
Isle de Luzon	Spanish protected cruiser	1048	4	2200	Commander P. Barreto	Kiaochoo
Kaiser	German flagship	7677	15	6700	Captain Zeye	Yokohama
Korjetz	Russian sloop	1200	2	2150	Capt. Lindstroem	Manila
Kreiser	Russian sloop	1642	2	1800	Capt. Ishihak	Singapore
Maclias	U. S. cutter	5	3	750	Commander J. F. Merry	Manila
Manila	Spanish transport	1900	3	1400	Lieut. Com. J. J. Oamts	Vladivostok
Manchur	Russian sloop	1200	3	1400	Commander Kacholoff	Manila
Marques del Duero	Spanish gunboat	500	3	550	Lt.-Com. S. Moreno de Guerra	Hongkong
Melano	German gunboat	—	—	—	Commander Marten	Shanghai
Minocney	U. S. sloop	1870	6	850	Com. O. W. Farenholt	Nagasaki
Olympia	U. S. flagship	5800	14	17,363	Captain Gritley	Nagasaki
Otravaj	Russian gunboat	1490	2	8000	Captain Copiaoff	Vladivostok
Pamlat Asora	Russian cruiser	15640	15	8000	Captain Vercenia	Shanghai
Panther	Austrian cruiser	3883	14	9500	Commander Baron Dechan	Nagasaki
Pascal	French cruiser	892	4	1093	Commander E. R. Wood	Shanghai
Patri	U. S. gunboat	4480	12	8000	Captain Thiele	Kiaochoo
Prince Wilhelm	German cruiser	3490	6	3959	Capt. L. Odazero	Nagasaki
Reina Cristina	Spanish flagship	10,323	26	18,290	Comdr. Rodionoff	Vladivostok
Rarik	Russian gunboat	950	2	1125	Captain Matsloff	Chemulpo
Silach	Russian cruiser	990	2	1189	Captain Atsomoff	Shanghai
Sirovich	French gunboat	339	3	206	Commander F. Reboul	Manila
Surprise	Spanish gunboat	1152	3	1500	Capt. Rogilla	Nagasaki
Valasco	Russian gunboat	11,450	11	4500	Commander Arima	Yokohama
Vesudik	Japanese cruiser	17,450	—	—	Commander Stockton	Vladivostok
Yachima	U. S. cruiser	1790	6	3690	Commander Vandereckoff	Vladivostok
Yokohama	Russian cruiser	1790	6	3690	—	—

100
